

NEVADA COUNTY TRANSPORTATION COMMISSION
Minutes of Meeting
March 17, 2010

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 17, 2010 in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Nate Beason, Carolyn Wallace Dee, Ann Guerra, Sally Harris, Larry Jostes, Chauncey Poston, and Ed Scofield

Staff Present: Daniel Landon, Executive Director; Michael Woodman, Transportation Planner; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant

Standing Orders: Chairman Dee convened the Nevada County Transportation Commission meeting at 10:37 a.m.

CONSENT ITEMS

Commissioner Harris requested that Item #2, the January 20, 2010 NCTC Minutes, be pulled from the Consent Calendar.

1. Financial Reports:
 - A. December 2009 and January 2010. *Approved.*
3. 2008/09 FY Fiscal and Compliance Audits. *Accepted the 2008/09 FY Fiscal and Compliance Audits.*
4. Revised Findings of Apportionment for 2009/10 FY and Preliminary Findings for 2010/11 FY. *Adopted Resolution 10-06 approving the Revised Findings of Apportionment for the 2009/10 FY, and adopted Resolution 10-07 approving the Preliminary Findings of Apportionment for the 2010/11 FY.*
5. NCTC Lease Agreement with Ridgewood Associates. *Adopted Resolution 10-08 authorizing the Executive Director to sign a five year agreement to lease office space from Providence Park, Ltd.*
6. Town of Truckee's Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) Project. *Adopted Resolution 10-09 approving the PTMISEA estimate for FY 2009/10, and designating the Executive Director to execute documents necessary for the purpose of obtaining PTMISEA funds. Approved submittal of the PTMISEA Project Description and Allocation Request for the Truckee Intermodal Transportation Center Rehabilitation Project and authorize the Executive Director to sign Funding Agreement 10-01.*

7. Allocation Request from the County of Nevada. *Adopted Resolution 10-10 approving Nevada County's claim for State Transit Assistance (STA) funds for Paratransit Operations in the amount of \$135,972 for FY 2009/10.*
8. Allocation and Rescission Request from the County of Nevada for Regional Surface Transportation Program (RSTP) Funds. *Adopted Resolution 10-11 approving Nevada County's allocation request of RSTP funds in the amount of \$1,000,000 for the 2010 Overlay Project and approved the rescission of the balances from three previously approved RSTP projects that total \$745,832.93.*
9. Allocation Request from the County of Nevada. *Adopted Resolution 10-12 approving Nevada County's allocation request of Pedestrian/Bicycle Local Transportation Funds (LTF) in the amount of \$28,933 to match Congestion Mitigation Air Quality (CMAQ) funds to construct the Nevada County Library/Government Center Walkway.*
10. Allocation Request from the County of Nevada. *Adopted Resolution 10-13 approving Nevada County's allocation request of Pedestrian/Bicycle LTF in the amount of \$26,000 to match CMAQ funds to construct a walkway extension that will traverse the Nevada County Government Center complex.*
11. Letter to the California Transportation Commission (CTC). *Authorized the Chairman to sign a letter to the CTC.*
12. Contract for Fiscal and Compliance Auditor. *Adopted Resolution 10-14 authorizing the Chairman to execute the contract with R.J. Ricciardi, Inc. to conduct the fiscal and compliance audits for FY 2009/10, 2010/11, and 2011/12.*

Commissioner Beason made a motion to approve the Consent Calendar excluding Item #2. Commissioner Poston seconded the motion. The motion passed unanimously.

ITEM PULLED FROM THE CONSENT CALENDAR

2. NCTC Minutes:

January 20, 2010 Meeting. *Approved.*

Commissioner Harris pulled the January 20, 2010 Minutes since she was not in attendance at the meeting. Commissioner Poston made a motion to approve the January 20, 2010 NCTC Minutes. Commissioner Guerra seconded the motion. The motion passed with six ayes and one abstention from Commissioner Harris.

INFORMATIONAL ITEMS

13. Correspondence

There was no discussion on Correspondence.

14. Executive Director's Report

Executive Director Landon reported that with the federal emphasis on health care currently, there has been no action on the Transportation Reauthorization bill. The current stop-gap funding measure expires March 28th, so Mr. Landon thought there might be some last minute action before the Easter recess.

14.2 Development of Future Projects on SR 49

Executive Director Landon noted that Caltrans District 3 staff proposed four small interim projects that would improve operations at various intersections. Mr. Landon met the previous week with Caltrans Operations staff and they are planning to move two of the projects to construction in FY 2011/12 and two in FY 2012/13. He said there is also a possibility the projects could be moved forward if additional funding becomes available. The initial thrust was to get all four done in one year, but the budget did not allow that. Caltrans is committed to getting the four projects done as soon as possible, so the focus is on getting the necessary work done to prepare them for construction. Caltrans staff noted in their meeting with Mr. Landon that they are following the direction from the Commission to do interim projects and keep things moving to improve the safety along SR 49. The funding would come from the State Highway Operations and Protection Program (SHOPP) for minor projects. It is Caltrans discretionary funding.

14.3 Western Nevada County Transit Development Plan (WNCTDP) Update

Executive Director Landon said the consultant is at work preparing a draft of the WNCTDP to be ready in June and a final plan in July. Commissioner Guerra noted that the presentation by the consultant was scheduled for the July 21st Transit Services Commission (TSC) meeting and that meeting is currently scheduled to meet in Truckee. She questioned if the July meetings could be rescheduled to meet locally in order to allow western Nevada County residents to attend who are interested in the plan. Commissioner Beason agreed. Executive Director Landon suggested that one alternative could be to have a special July or August meeting in western Nevada County. Commissioner Harris suggested that the Truckee meeting be switched to September. Executive Director Landon said that was possible and staff would take that as direction from the Commission.

14.4 Submittal of NCTC Regional Transportation Improvement Program (RTIP)

Executive Director Landon reported that the RTIP submittal for moving the Dorsey Drive Interchange construction schedule back one year was submitted to the California Transportation Commission (CTC). CTC staff does not anticipate any problems with that change.

14.6 Status of Designation of NCTC as an Airport Land Use Commission (ALUC)

Executive Director Landon said this topic was brought to the Commission in March 2009 by Commissioner Beason to discuss NCTC's designation as an ALUC. The item will be brought before the Nevada County Board of Supervisors in the near future and it is anticipated the item will be brought back to the Commission for approval at the May 19th NCTC meeting.

15. Caltrans District 3:

A. Project Status Report: Winder Bajwa, Caltrans District 3 Project Manager for Nevada County.

- *Dorsey Drive Interchange* – Mr. Bajwa reported the right-of-way (R/W) acquisition is underway and thirteen parcels have been acquired with three others ready for signature shortly. They are still working with two property owners over three other parcels. The design work is completed.

Commissioner Harris was not at the previous meeting, but she noted that in the Minutes it was mentioned if all the right-of-ways could not be purchased, then Caltrans would design around it. She asked if that was still a possibility, and if so, what did that mean. Mr. Bajwa replied that there are several different options: 1) Work with the property owners to get the acquisitions completed so everyone is happy; 2) Get the property owners to give approval, through a right of entry agreement, to do construction on their property, even though there is no agreement on the compensation; 3) Redesign that portion of the project to take those parcels out where agreement cannot be reached. Commissioner Harris asked what the project would be losing if Caltrans had to design around the parcels under discussion. Mr. Bajwa said it would be possible to lose a right turn lane in one area, and possibly a sidewalk in another area. Caltrans has considered doing underground utilities in certain areas to provide more space and avoid one parcel from being impacted by the project. He said the RV parking lot on the corner of Dorsey Drive and Nevada City Highway is being modified, but some of that property is needed for a right turn pocket, or that intersection will not meet the standards required by the city. Mr. Bajwa said he is leaving that decision up to the City of Grass Valley because that is the city's R/W. The other property under discussion is the Springhill Convalescent Hospital parking lot redesign and Caltrans is waiting for their final design to incorporate into the project.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa reported that the CTC allocated construction funding at their January 13th meeting. The project was advertised on February 22nd and Caltrans was hoping to open bids on March 23rd, but it was contingent on the Stimulus Two funds coming through. The money has not come through and Caltrans does not want to delay the project so they are updating the contract documents to use Proposition 1B funding requirements instead of ARRA funding language. The bids will now open on April 21st. Construction will still start sometime in June. Utility relocation for PG&E is underway and the NID relocation work was started several months ago and should be completed in another month. A public open house is planned for April 1st at the Foothill Community Church 3:00 p.m. to 7:00 p.m. to provide the latest construction information and display traffic management plans so the public can plan travel accordingly during construction. They will also show the aesthetic features of the project so the visual impacts from the tree removal will be minimized. Mr. Bajwa encouraged the Commissioners to attend the open house.

Executive Director Landon reported that Mr. Bajwa and he met the previous week with the Ponderosa Pines Mobile Home Park representatives from their Board and management. There had been discussions at earlier NCTC meetings regarding the appropriateness of left turns out of the park going north and Ponderosa Pines Management have already decided that they do not want left turns going north. They will take formal action to support Caltrans removing the northbound left turn at that location, and they also plan to have all of their northbound traffic routed out the back gate and

connect at the signal light. Mr. Landon had a discussion with Steve Castleberry, Public Works Engineer with Nevada County, regarding moving Ponderosa Pines' gate out a little bit so from the end of the cul-de-sac it will be apparent to anyone coming down that road that it is a private gated road and they will have to turn around at the gate.

- *SR 89 Mousehole* – Mr. Bajwa reported that all but two technical studies are completed and they will be done by the end of the month. The Draft Project Approval and Environmental Document (PA&ED) will begin this month. The Town staff and their consultant had a conference call on February 11th with the Union Pacific Railroad (UPRR) and the railroad representative said he understood the project, but they are unable to give written approval until they have seen all the design work and have given their comments. Dan Wilkins, Truckee Director of Public Works and Town Engineer, will seek to get written confirmation that the UPRR approves of the design for the pedestrian/bike tunnel. The Draft Environmental Document is planned to be released to the public by July 15th and the final is expected about two months later. Then the final design of the project will be done. The final PA&ED is scheduled in the fall of 2010.

Commissioner Jostes asked if jacking a tunnel underneath the tracks was the original approach or was there a different approach at first. He also asked for a technical explanation of what "jacking a tunnel" meant. Mr. Bajwa said it was the original concept they presented, but the Town staff and consultant gave the UPRR additional information. He explained that "jacking and boring" is when a concrete tunnel structure is pushed through the embankment beneath the railroad tracks. Caltrans provided the UPRR with the geotechnical information they needed. Commissioner Jostes asked if boulders were encountered would the process still be accommodated. Mr. Bajwa said the consultant actually did boring into the embankment and they found some boulders, but they were not as big as anticipated, and it was determined that the boulders would not be a problem.

- *SR 89 Mousehole Interim Improvements Project* – Mr. Bajwa reported they would be constructing interim improvements on the vehicle tunnel this summer such as tunnel lighting, upgraded flashing beacons, etc. The approaches to the tunnel will be modified to make it easier for the pedestrians and bicyclists to access the tunnel. He said the project will cost about \$400,000 of Minor A safety funds.
- *SR 20 Between Rough and Ready Highway and Deadman's Flat Overcrossing* – Mr. Bajwa said this is a new project just added into the SHOPP program. He reported they have had six crossover collisions and two fatalities between January 1, 2006 and December 30, 2008. He said the purpose of the project is to make SR 20 safer by raising awareness of the downhill speed and also providing a new surface. Caltrans will install signs, place rumble strips in the median, install recessed reflectors, and also pave the roadway with asphalt/concrete for better tire traction and drainage of water from the roadway. The cost is estimated at \$2.5 million. The environmental document is already cleared; that was done in February of this year. Design of the project will be completed by the end of 2010, and the project will go to construction in the summer of 2011.
- *SR 49 Passing Lane Extension Project from Combie Road North* – Mr. Bajwa reported that the project extends the passing lane approximately 0.6 miles from the Combie Road intersection north on SR 49 to just south of Brewer Road. The project cost of \$800,000 is funded by the SHOPP Minor A Program. The project was already awarded and construction

will start April 15th and is expected to be completed by June 2010. Caltrans plans to have this project done before the La Barr Meadows Road intersection improvement project begins.

Commissioner Poston asked if the major earth moving work was already done at that location. Mr. Bajwa replied that the major work will start after April 15th. He added that sometimes permits dictate as to when dirt can be moved. If dirt is moved in the wintertime, the contractor has to provide mitigation for water control and quality, and they do not want to spend that additional money. Commissioner Poston stated the project is extending a passing lane that eventually merges back into one lane. The lane currently ends on an uphill grade and he questioned if it will still end on an uphill grade or if it will end on a downhill grade after construction. Mr. Landon said the lane extends over the crest of the hill and about one-half mile further, so there will be more sight distance to merge back into one lane. Commissioner Poston thought that even with the lane extended over the crest, he thinks people will still be accelerating trying to stay ahead of another car. Mr. Bajwa said that Caltrans has a few different sight distance options they look at, and with the crest at this location, they determined this would be a safer distance for the travelers to merge.

- *SR 20 Asphalt Seal from Nevada City to I-80* – Executive Director Landon stated he had been speaking with Doug Lange, Project Manager for the Caltrans I-80 Projects, and Mr. Lange indicated that following the detour of traffic last construction season from I-80 along SR 49, there would be some rehabilitation work done on SR 20 between Nevada City and I-80. This summer Caltrans will be putting a bonded wearing course asphalt mixture on SR 20 to seal the surface as maintenance treatment. The process consists of putting down a permeable fabric and then overlaying it with asphalt. The work will be done this summer and the total cost is about \$6 million.

Commissioner Beason asked if staff had heard any further news from Doug Lange who reported to the Commission last year that there would potentially be two days when Caltrans adjusted the height of a bridge on I-80 and they may detour traffic along SR 20/49. Executive Director Landon replied that staff had been notified that week of open houses in Colfax and Newcastle regarding this project. When staff followed up, they found that Caltrans' detour plans will not involve Nevada County.

- *SR 20/49 and Uren Street intersection in Nevada City* – Commissioner Harris said there was discussion one year ago about possible safety money to be used at the SR 20/49 and Uren Street intersection, and she wanted to be sure that intersection was evaluated. Mr. Bajwa said Caltrans uses specific criteria to determine if a project is eligible for safety funds. A traffic safety analysis will need to be conducted to determine if a safety issue is present at that location. They will look at the number of accidents, etc. If a safety factor is determined, Caltrans would then design a project to resolve the issue. Mr. Bajwa said he would have Robert Peterson, the Caltrans District 3 Safety Engineer, evaluate the intersection. Commissioner Harris said she would appreciate hearing back from Caltrans on the matter.

B. SR 49 Corridor System Management Plan (CSMP): Will Schilling, Caltrans District 3 Transportation Planner for Nevada County

Will Schilling reported that an amendment to the CSMP is being drafted as a result of input from the SR 49 Stakeholders meetings and also from the Commission at past meetings. The draft will be presented to the Technical Advisory Committee (TAC) in April and it will be brought to the NCTC at their May 19th meeting for their review. Commissioner Beason stated he was not sure the Commission was in favor of extending the SR 49 corridor. He did not want to mix the priorities of

circulation with safety issues. Mr. Schilling responded that it would be a draft presentation of a plan that would be discussed, getting input from the NCTC and Placer County Transportation Planning Agency (PCTPA), to prepare a final plan. He said the southern end of SR 49 has a proposed extension in Auburn. Rick Helman and Aaron Cabaccang will be working on the CSMP now. Executive Director Landon said that a draft document would be provided at the May NCTC meeting for review and discussion, and subsequently sometime in the future there would be a final plan voted on, either adopting or rejecting the proposals.

Commissioner Harris noted that the Commission had talked about the CSMP amendment coming back to the table for discussion. Commissioner Beason concurred that the NCTC had discussed "The Safety Plan" and noted that NCTC will need to vote on the proposal at some point. He suggested that NCTC consider the item at its May meeting.

Mr. Schilling stated that he has accepted another position with Caltrans at the Division of Rail Headquarters as the statewide Bus Operations Coordinator for Amtrak California. He thanked the Commission for the opportunity to serve them. He noted that losing the 5-X bus route from Auburn's train station to Grass Valley has hindered rail travel for Nevada County residents, and he will be working with his Capital Corridor counterpart to see if some service can be reinstated back into the Grass Valley/Nevada City area with the route that goes up to Reno. Commissioner Beason thanked Mr. Schilling for his efforts.

Mr. Schilling introduced his replacement – Shannon Culbertson.

ACTION ITEMS

16. 2009 Triennial Performance Audit of the NCTC and the Western and Eastern Nevada County Transit Operators and Telecare

Executive Director Landon introduced Jim Moore, Managing Partner of Moore and Associates, Inc., who was the auditor for the 2009 Triennial Performance Audit. Mr. Landon stated he appreciated the work done and that there has been a very good working relationship throughout the process.

Jim Moore explained that his company is a public transportation consulting firm who performs audits. Mr. Moore gave an overview of the process they performed and an outline of the findings they observed that are specific to the Transportation Development Act (TDA) audit process, which is required of NCTC and each of the operators as recipients of the TDA funds. He explained the intent of the audit is for an independent evaluation to assure the public that the TDA monies are being used in an effective and efficient manner, and realizing the desired outcome. He stressed that they performed a compliance audit and not a fiscal audit, which ensures the compliance with the TDA regulations. He said in the event that there are findings, they would then present strategies for addressing those findings.

Mr. Moore stated that since the audit process is dictated by the TDA, there is not a lot of leeway on the part of the consultant/auditor. He said they first conducted an audit of the NCTC as the Regional Transportation Planning Agency (RTPA). They looked at prior audit recommendations and there were a series of prior recommendations from the auditor of three years ago. He said that seven of the recommendations had been implemented; two were partially implemented, and their final implementation is dependent in a large part on available funding; and two were deemed by Moore and Associates, Inc. as no longer being relevant due to changes in compliance issues.

Mr. Moore reported that Gold Country Telecare had three prior audit recommendations that had been implemented, one that had been partially implemented, and one that was deemed irrelevant. He noted that the one that had not been fully implemented was due to a funding issue, which had to do with travel training.

Mr. Moore noted that Gold Country Stage had nine prior audit recommendations. Five have been implemented; one recommendation to expand monthly reporting was partially implemented; and three were deemed irrelevant. Mr. Moore explained why recommendations are deemed irrelevant. He said that each auditor can approach an audit from a different point of view, and Moore and Associates, Inc. are very specific that their recommendations must arise strictly from the TDA. He stated that ultimately the operator has some discretion in determining whether to carry forward with the recommendation if it does not stem directly from the TDA.

Regarding the Town of Truckee, Mr. Moore indicated that one prior recommendation has been implemented, one partially implemented, and five where no action has been taken.

From the operator's point of view, Moore and Associates, Inc. looked at the prior recommendations, at the program compliance, at a performance view, and also at a functional view. He said the timeline to complete the audit was fairly aggressive, which is dictated in large part by the need to complete it and bring it before the NCTC for adoption so it can be submitted to Caltrans to meet their timeline. Mr. Moore reported that the audit started in October 2009 by reviewing data, visiting the NCTC office and the operators, and they also had conversations with a random selection of Commissioners, both past and present. The draft reports were submitted and reviewed by staff in January and the final reports were presented in February. Mr. Moore noted that the presentation that day, and a presentation to be made to the Truckee Town Council, would conclude the project.

Mr. Moore noted, regarding the Summary of Findings, that the operators are working diligently to maintain as much service as possible given the current and anticipated reductions in both federal and state operating revenue. Gold Country Stage and Telecare were found to be in general compliance with the audit requirements, and the only finding that indicates a lack of total compliance are modest reporting discrepancies that are almost inherent because the TDA law was written, then the National Transit Database was written, and then the State Controller came along. Mr. Moore stated that it is very difficult for operators to mesh those three data gathering efforts together, so this was not something specific to Nevada County, but it is found to be quite commonplace.

Mr. Moore reported that the single greatest finding out of the entire audit process dealt with the Town of Truckee. Moore and Associates, Inc. believe that their transit program continues to be understaffed from a program oversight point of view.

He noted that the NCTC staff and Commission is frequently looked upon and viewed by other RTPAs, particularly smaller and rural ones, as the gold standard and model. He said that other clients of theirs have indicated they call the NCTC staff to ask about best practices.

One current audit recommendation for the Gold Country Stage was to expand monthly reporting to include such things as on-time performance, which Mr. Moore believes is important from an operator's point of view, but it is not required by the TDA. He said there were no significant findings for Gold Country Telecare; mostly a matter of bookkeeping.

The Town of Truckee had five recommendations and they were all recommendations that were carried over from a prior audit, so it reflects a six year timeframe. Moore and Associates, Inc. believe all of the recommendations are still relevant, and their professional opinion was, if all of them were to be implemented, they would improve the policies and procedures and data reporting for the Truckee transit program.

Mr. Moore said two audit recommendations for the NCTC relate chiefly to its role as a coordinator for transit operations, and they are carried over from the previous audit. He believes the reason they have not been implemented is due to the lack of funding; one being the development of a regional transportation directory, and the other being a step-by-step TDA claims process. He stated they are worthwhile projects, but are contingent upon additional funding and additional staff, and he believed they do not negatively impact the Commission's role or performance in terms of compliance.

The item was opened up for discussion and questions. Commissioner Harris directed a question toward Executive Director Landon as to what NCTC's role was relative to Truckee's transit program and the issues just stated. Mr. Landon responded that as the RTPA for the county, the NCTC is the funding source and they insure that the TDA funds are expended in accordance with the statutes and regulations that control the funding. The Commission provides a grant writing role and helps transit services get funding for projects they desire to do, and monitors their operations to see that they maintain an efficient service. Commissioner Harris directed a question to Mr. Moore, as auditor, asking if he thought there were risks associated with Truckee's five recommendations and if there were actions the Commission should be taking, or were they minor issues that were just informational and NCTC would leave it to Truckee to take care of them. Mr. Moore responded that he believed the Commission has a mentoring role and it is also the ultimate authority because it is the allocator of the TDA funding. He desired to answer in a theoretical way and discuss the process. Mr. Moore said when findings come up again and again through various audit cycles and are identified by different auditors, he thought the findings would have some credibility and it would make one wonder why they were not being implemented. It poses a question, if the operator does not feel that the findings are relevant to their situation, then why has there not been appropriate documentation disputing the effectiveness or the applicability of that finding. Mr. Moore felt that in the case with Truckee it was more about making the findings a greater priority with the Truckee Town Council so they acknowledge there are findings that need to be dealt with. Mr. Moore said the NCTC stands ready to provide the technical assistance either in-house or through an outside consultant to give Truckee what is needed to bring their transit services operations up to par.

Commissioner Beason asked if the Tahoe Area Regional Transit (TART) service is a multiple county organization. Chairman Dee replied that Placer County is the lead agency for that service. She said they have three stops in Truckee and it is pretty much pick-up only. She stated that part of the problem that Truckee is trying to address is that the only place TART interfaces with Truckee's transit service is at the train depot in downtown Truckee. Chairman Dee said because of the geographical problems in Truckee, it has been a real challenge to provide bus service. She stated that she would have to walk four miles to get on a bus since the bus cannot easily travel up the hill she lives on. Chairman Dee told Mr. Moore that she was looking forward to hearing his report to the Truckee Town Council and addressing some of the issues.

Commissioner Guerra appreciated the comments regarding the Truckee Transit Services and also the acknowledgement of Executive Director Landon and his team. She said she shared the admiration that NCTC staff is the gold standard. Commissioner Guerra also thought the on-time performance measure is important to track because she knows that it is something that keeps people who are not

transit dependent choosing to use the bus, or not, if the service is dependable. She wondered if this was an issue to bring up at a Transit Services Commission meeting. Mr. Moore said Commissioner Guerra's comment was accurate. He stated that independent market research for the public transit industry, and his thirty years of experience, indicates that the "choice riders group" number one decision making factor in the selection of public transit is reliability, which translates to on-time performance. Price is way down the decision making pyramid for that group. Mr. Moore said the second decision making factor is accessibility; knowing where to access the service. As a former operator and a long time transit advocate, Mr. Moore has always been big about on-time performance. He said many of the marketing campaigns that his clients have implemented are focused on their on-time performance. If the bus service is not on-time, as compared to driving your personal vehicle that is always on-time, it is difficult to expand the transit customer market.

Chairman Dee stated that Truckee also deals with severe weather issues that challenge on-time performance. On a normal day she can get to work by car in 18 minutes, but it could take 3 ½ hours on a bad weather day, so that makes transit service a real challenge. Truckee's transit line runs east to west and goes to the summit, and on a bad weather day that could mean hours and hours of delays and it is almost impossible to run a one bus system on time. Chairman Dee noted that summer time service is more accurate. Truckee would love to expand the system to have more options, but funding is an issue. She is looking forward to more direction and help. Executive Director Landon said the operators have been asked to provide their responses to the recommendations in the audit and they will be made available at the May 19th NCTC meeting.

Commissioner Harris made a motion to adopt Resolution 10-15 accepting the Triennial Performance Audit for the Nevada County Transportation Commission for fiscal years 2006/07 through 2008/09, prepared by Moore and Associates, Inc., and directing NCTC staff to implement the recommendations as stated. Commissioner Poston seconded the motion. The motion passed unanimously.

17. Amendment II to the 2009/10 Overall Work Program (OWP)

Executive Director Landon explained as a result of discussion on the Pedestrian Master Plan project at a previous NCTC meeting, staff was directed to integrate participation from the local Public Works staff on the project. He said the \$23,000 budget proposal for local staff to participate was discussed at a TAC meeting. Commissioner Poston thanked Mr. Landon for accommodating local staff with funding to give their input. Mr. Landon believed it would also provide a better product.

Commissioner Poston made a motion to adopt Resolution 10-16 approving Amendment II to the FY 2009/10 OWP. Commissioner Harris seconded the motion. The motion passed unanimously.

18. Proposed Projects for 2010/11 Overall Work Program

Executive Director stated that this was the first review of the proposed upcoming budget and work program. He said the format is followed as prescribed by the state and staff would be sending it to Caltrans for review and comment. It is also provided to the county and municipalities for their review and comment. Mr. Landon said the draft work program has included new items that would be technical studies that relate to the update of the Regional Transportation Plan now underway; a proposed update for the traffic model in the Town of Truckee; and provide funding to Nevada County Public Works Department to develop an emergency access data base to look at privately owned roads in the county that are important to public safety and access. The City of Grass Valley

has also requested some assistance with updating its Pavement Management System that feeds into the scheduling of Capital Improvement Projects. The City of Nevada City was assisted with that same type of project several years ago. Mr. Landon added that the OWP would include completion of the Pedestrian Master Plan that is continuing from the previous fiscal year, and also completing the Western Nevada County Transit Development Plan early in the fiscal year.

In reference to the Dorsey Drive Interchange, Commissioner Beason reviewed that the OWP says to work with jurisdictions to identify potential sources of funding. The TIGER funds for the Dorsey Drive Interchange were not approved, and the federal reauthorization bill has been pushed out and there is no indication that there is anything in it for Nevada County. Mr. Landon stated that he spoke to Dan Holler, City Administrator for the City of Grass Valley, and Mr. Holler said that the city has had ongoing conversations with the hospital management and they are solidly behind the Dorsey Drive Interchange project and they have people working the halls in Washington, D.C. to heighten the awareness of it as the reauthorization process proceeds.

The Commission gave consensus to circulate the Draft 2010/11 FY Overall Work Program.

19. Regional Transportation Plan (RTP) Policy Element

Michael Woodman, Transportation Planner for NCTC, said the update for the RTP is underway, and state law requires it to be updated and adopted every five years. The next update of the RTP is to be completed by January 2011. He said staff started by reviewing the previous policy element and made some suggestions for new policies and objectives. Mr. Woodman stated that the four main goals from the previous plan have not changed. The Draft Policy Element was presented at the meeting for the Commission's review and comment to be sure staff was taking the desired direction on the update.

Commissioner Jostes asked if there was a goal in the draft that included information and movement of goods and services. Mr. Woodman said that fell under Goal 1.0 that states: "Provide for the safe and efficient movement of all people, goods, services, and information." He thought the reason the word "information" was included was at the direction of the Commission during the development of the previous RTP, in terms of addressing the ability for the community to work from home and provide an internet infrastructure so people can make purchases online and reduce automobile trips. Commissioner Jostes asked to what extent the Commission or staff would be actively involved in the development of broadband to outlying areas of the county; i.e. hands-on promotion and development of real projects or is it more of an overview. Executive Director Landon responded that it would be more of a support role, recognizing that it has benefit to the county as a whole and to our transportation system specifically as it relates to reducing congestion, but there is no specific jurisdiction or responsibility from the Commission with regard to broadband.

Commissioner Scofield asked what boundaries the plan covered. Mr. Woodman responded that it pertains to all of NCTC's jurisdictions, i.e. all of Nevada County, Town of Truckee, Nevada City, and City of Grass Valley. Commissioner Scofield read Policy 1.1: "Coordinate with Caltrans and the SR 49 Stakeholders Committee to ensure development of Project Initiation Documents for projects within the SR 49 Corridor System Management Plan (CSMP) that improve safety and operations." He said Policy 1.3 stated: "Continue efforts to obtain state and federal funding for the construction of the Dorsey Drive Interchange project." Commissioner Scofield thought that any opposition that individuals have to extending the CSMP pertains to the fact that Dorsey Drive is a good project, but he sees the safety issues of south county and the SR 49 corridor compared to the

completion of the Dorsey Drive Interchange as two separate issues. Commissioner Scofield would like to see those two issues kept separate. Mr. Woodman replied that he was hoping that those would be perceived as separate issues. He said the coordination efforts continue with Caltrans and the implementation of the CSMP, including the safety and operations, regardless of the boundaries that the Commission decides for SR 49. He said those efforts need to continue to make sure the safety projects get implemented, and a separate issue is the continuation to pursue funding for the Dorsey Drive Interchange. Commissioner Scofield added that the stakeholders are looking at the four small projects that have been identified by Caltrans from Carriage Road north to Smith Road, and they mean a tremendous amount for south county residents in terms of safety concerns on SR 49. Commissioner Scofield said the Dorsey Drive Interchange and the intersection of SR 20/49 at Uren Street are both major projects.

Commissioner Beason reviewed the history of the CSMP. He thought the CSMP went back to about 1990 or 1992 and the original plan was to widen the highway to five lanes to be like the Golden Center Freeway. He thought the plan was to bring SR 49, a rural country highway between Grass Valley and Combie Road, up to the same level of safety that exists on the Golden Center Freeway. The theory being, and the evidence proving, historically that freeway controlled accesses are safer than highways with cars that are head-to-head. Commissioner Beason stated that the widening that was constructed between north Auburn and Combie Road was the original part of the widening project. Executive Director Landon said the Placer County portion of the highway widening came first and then the segment from the Bear River to Combie Road came out of the CSMP. Commissioner Beason went on to say that the Commission realized that there was inadequate funding to incorporate the entire CSMP as planned, so the Commission started to make modifications to the plan to improve segments from a safety standpoint as money became available, and targeted areas that were considered more hazardous than others. He said there were 11 fatalities on SR 49 in one year, so that was when the rumble strips became a part of the project and the California Highway Patrol's increased surveillance made a big difference.

Commissioner Poston said he looked forward to the May NCTC meeting when the Commission could discuss the CSMP SR 49 extension proposal. He thought the Commission was looking at the issue in a competitive way and it was never meant to be. His suggestion of extending the corridor has always been to give Dorsey Drive and other projects that are not currently within the boundaries of the CSMP an increased status and a better chance of achieving funding if it comes along. Commissioner Poston stated he has always been in favor of safety projects on SR 49, and he does not view them as being competitive with Dorsey Drive. Commissioner Poston stated that the inclusion of the Dorsey Drive Interchange in the CSMP is just something for future use that the community could benefit from with an increased status of that area in town.

Commissioner Harris pointed out that the way the category is worded in the RTP update, it makes it clear that it is talking about safe and efficient movement. She said all of the bullet points listed in the memo could relate to either one of the projects, so in her mind apples and oranges were not being mixed because they are separately bulleted and they both either go to safety or efficiency. She believed the way the document before them stood, was accurate.

No further direction or comments were made.

20. Loan Requests from the City of Nevada City

Executive Director Landon explained that the item was a product of the fiscal times the State of California is in. The City of Nevada City has two projects: one is funded with the Safe Routes to School Program and the second is funded by a CMAQ grant. The city does not have sufficient cash flow to kick off the projects. Mr. Landon said in times past the state had a process to provide advanced funding for these types of projects, so a small jurisdiction could get the money in advance, move the project forward, and then hand in paperwork to justify the work done and the funds spent. Rather than have the two projects languish for another year, the request was for the Commission to provide a short-term loan from the Regional Surface Transportation Program (RSTP) funds to give Nevada City the cash flow to start the projects, and then the state reimbursement usually comes within 45-60 days following the submittal of invoices. Mr. Landon reassured the Commission that there is an adequate cash supply to draw from, and the loan would not cause any hardship for any of the other jurisdictions. Staff requested the action be approved.

Commissioner Scofield asked if this action were not taken would Nevada City stand to lose the state funding. Executive Director Landon responded that what would probably happen is the city would have to defer the progress on the two projects for about one year until they were able to manage the cash flow. Commissioner Harris commented that the city received letters from the schools that will benefit from the projects respectfully encouraging the Nevada City Council to move the projects forward as soon as possible. Mr. Landon added that Michael Hill-Weld, retired Director of the Nevada County Department of Transportation and a current member of the school board, visited the NCTC office asking if there were any way to help with the projects.

Commissioner Beason made a motion to adopt Resolutions 10-17 and 10-18 approving two loans of RSTP funds to the City of Nevada City and authorizing the Executive Director to sign Funding Agreements 10-02 and 10-03 with the city regarding repayment of the loans. Commissioner Poston seconded the motion. The motion passed unanimously.

PUBLIC COMMENT

There were no public comments.

COMMISSION ANNOUNCEMENTS

Commissioner Harris mentioned that the Sierra Fund, which is a nonprofit organization located in Nevada City, had stepped forward to help with a similar cash flow issue to what was just discussed, but it is not with the city. Friends of Deer Creek received a \$900,000 grant to build trails along Deer Creek through the city's property. They realized they would need \$200,000 in order to get through the cash flow of the whole project and then be reimbursed afterwards, but they did not have the money. Commissioner Harris said the Sierra Fund, as a small community model, found willing investors in the community to loan the money, at a nominal interest rate, to enable the trails to be built. She said it was a nice solution and thought it could be a model for other projects in the community. She said the trail will connect to the trail that is under construction currently in partnership with the Land Trust through Hirschman's Pond and down Indian Flat along SR 49 that connects with the county trail that was approved at this meeting with CMAQ funds. She said it would provide pedestrian and bicycle connectivity and she thought it was a fresh approach for partnering.

Commissioner Harris stated that Nevada City is the local applicant for 95959 Google, which is a highly competitive application process. Many communities in the United States have stepped forward to try to be selected to have fiber laid that will have one hundred times the speed of DSL. The city agreed it was worth the effort put forth since, if the area gets it, it would be an incredible economic boom to the community. She said the question came up earlier about how the Commission would support and participate in trying to get upgraded broadband in our community. Chairman Dee said the Town of Truckee has also applied for the program with Google.

Chairman Dee requested that the annual review of the NCTC Executive Director be agendaized for the May 19th NCTC meeting. She said she would be sending out forms to all of the Commissioners prior to that meeting to collate the comments beforehand.

Executive Director Landon reported that staff was working on the March NCTC Newsletter and it highlights over thirty projects scheduled to be built or started in the 2010 construction season throughout Nevada County. It also explains the varied funding sources.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on May 19, 2010 at the Grass Valley City Council Chambers, 125 East Main Street, Grass Valley, CA.

ADJOURNMENT OF MEETING

Commissioner Poston moved to adjourn the meeting. Commissioner Beason seconded the motion. Chairman Dee adjourned the meeting at 12:00 noon.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: _____

By: _____
Carolyn Wallace Dee, Chairman
Nevada County Transportation Commission